

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:14 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 934 Const Calendar Day: 507 Date: 24-Oct-2013 Thursday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition overcast am, clear pm

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineers Paul Fikse and Kelvin Chen spend part of today working in the office and field on CCO 314 issues.

ABF ironworkers Barry Rothman, Rob Martell, and Ricky Damboise along with laborer Carlos Garcia and operator Nick Schaffer are working at this location. Only Barry Rothman and Rob Martell work full time at this location. Carlos (Pedro) Garcia works here most of the afternoon and the others are only part time at various times. The shift today is 0700 to 1730 for a 10 hour day – 8 hours regular and 2 hours OT.

There is a hydraulic pump (Powerteam) on idle/standby at the work area. An extendable forklift is used at certain times during the day. A generator – MQ Power 25 – ABF ID 000008 is used for most the day, but in the afternoon, it is swapped with a different generator – Whisperwatt 7000 – ABF ID 002343. They also have a rotohammer and another drill with a core barrel for coring through rebar. A Kubota cart is also used for part of the day.

The ironworkers use the rotohammer to drill the holes in the concrete slabs for the anchors for the steel test rigs. Some of this work had been completed previously and this is a continuation of that work. Where rebar conflicts are encountered, a drill (without rotohammer function) is used to core through the rebar and then the concrete is drilled with the rotohammer after clearing the rebar. The laborer spends the afternoon assisting with cleanup (vacuum to clean concrete dust from the drilled holes) and with the drilling of the holes. In the afternoon, the ironworkers start positioning the steel test rigs on the concrete slabs to line up with the holes and leveling the test rigs. By the end of the shift, holes only need to be drilled in one concrete slab (Test Rig #11), with work drilling holes completed on all other concrete slabs. By the end of the shift, test rig aligning and leveling work is only started but not completed on Test Rig #5.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail (27 pcs @20' and 8 pcs @10') used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use.

VGO continues work today on site for wiring Test Rigs #5 through #11. From VGO is Dave Van Dyke. He starts work at 0800, take lunch between 1200 and 1300, and stop work at 1700. Today's work includes completing the enclosing of the wires in protective plastic tubes (loom wire covers), putting the wires with the loom into the timber protective shelter for the run south of the k-rail, and working on the computer programming and setup for the data to be recorded. Today will be the last day on site for VGO for about a



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week – Dave is flying out tomorrow, will work remotely on the computer programming and setup for the data to be recorded, and is planning to return next week when the jacking rods arrive from Dyson.

See Victor Altamirano diary for labor/equipment details, including the agreed extra work with ABF per a signed Extra Work Order with ABF for CCO 314 work.

INSPECTOR OT REMARK:

Office 2 hours: I am working in the office on various Townsend Test (stress corrosion - Test IV) issues. ABF's shift is 0700 to 1730. My shift is 0700 to 1730 and my OT hours are 1530 to 1730.